



# Alameda County Congestion Management Agency

## NOTICE OF EXEMPTION

To: ☐ Office of Planning and Research  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

☒ County Clerk  
County of Alameda

From: Alameda County Congestion Management Agency  
1333 Broadway, Suite 220  
Oakland, CA 94612

ENDORSED  
FILED  
ALAMEDA COUNTY

AUG 24 2005

PATRICK O'CONNELL, County Clerk  
By C. Lake Deputy

Project Title: Ardenwood Park and Ride Lot

Project Location – Specific: The project is located at the northwest quadrant of the Route 84/Ardenwood

Interchange in Alameda County.

Project Location – City: Fremont

Project Location – County: Alameda

Description of Nature, Purpose, and Beneficiaries of Project: The purpose of the project is to provide approximately 100 additional parking spaces at an existing park-and-ride lot that serves transit commuters utilizing trans-Bay AC Transit services. The existing lot is operating at capacity. It is anticipated that the expansion will attract additional transit users and thereby reduce vehicles trips and improve air quality.

Name of Public Agency Approving Project: Alameda County Congestion Management Agency

Name of Person or Agency Carrying Out Project: Alameda County Congestion Management Agency

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: 15061 (b) (3)
- ☐ Statutory Exemptions. State code number:

Reasons why project is exempt: There is no known and unlikely to be any significant impacts on the  
environment.

Lead Agency

Contact Person: Frank R. Furger

Area Code/Telephone/Extension: 510-836-2560

Signature: [Signature]

Date: 8/24/05

Title: Deputy Director-  
Programming & Projects

- ☒ Signed by Lead Agency
- ☒ Signed by Applicant

Date received for filing at OPR/County Clerk:

**\*ENVIRONMENTAL DECLARATION**  
**(CALIF. FISH AND GAME CODE SEC. 711.4)**

FOR COURT USE ONLY

NAME AND ADDRESS OF APPLICANT OR LEAD AGENCY :

ALAMEDA COUNTY CONGESTIONMANAGEMENT AGENCY1333 BROADWAY, SUITE 220OAKLAND, CA 94612

**ENDORSED  
FILED**  
ALAMEDA COUNTY

AUG 24 2005

PATRICK O'CONNELL, County Clerk  
By C. Lake Deputy

FILING NO. 05-479

CLASSIFICATION OF ENVIRONMENTAL DOCUMENT:

CLERKS  
USE ONLY

## 1. NOTICE OF EXEMPTION/STATEMENT OF EXEMPTION

PLU 117

☒ A - STATUTORILY OR CATEGORICALLY EXEMPT

\$25.00 (Twenty-five Dollars) - CLERK'S FEE

☐ B - DE MINIMUS IMPACT - CERTIFICATE OF FEE EXEMPTION REQUIRED

PLU 117

\$25.00 (Twenty-five Dollars) - CLERK'S FEE

## 2. NOTICE OF DETERMINATION - FEE REQUIRED

☐ A - NEGATIVE DECLARATION

PLU 116

\$1,250.00 (Twelve Hundred Fifty Dollars) - STATE FILING FEE

\$25.00 (Twenty-five Dollars) - CLERK'S FEE

☐ B - ENVIRONMENTAL IMPACT REPORT

\$850.00 (Eight Hundred Fifty Dollars) - STATE FILING FEE

PLU 115

\$25.00 (Twenty-five Dollars) - CLERK'S FEE

## 3.

☐ OTHER (Specify) \_\_\_\_\_

PLU 117

\$25.00 (Twenty-five Dollars) - CLERK'S FEE

**\*THIS FORM MUST BE COMPLETED AND SUBMITTED WITH ALL ENVIRONMENTAL DOCUMENTS  
FILED WITH THE ALAMEDA COUNTY CLERK'S OFFICE.**

**FIVE FOUR COPIES OF ALL NECESSARY DOCUMENTATION ARE REQUIRED FOR FILING PURPOSES.**

**APPLICABLE FEES MUST BE PAID AT THE TIME OF FILING AN ENVIRONMENTAL DOCUMENT WITH  
THE ALAMEDA COUNTY CLERK'S OFFICE.**

MAKE CHECK PAYABLE TO: ALAMEDA COUNTY CLERK



## CEQA CHECKLIST

### INSTRUCTIONS

- ❖ All questions must be answered. Significant effects must be explained. This checklist is used to identify physical, biological, social and economic factors which might be impacted by the proposed project. In many cases, the background studies performed in connection with this project clearly indicate the project will not affect a particular item. A "NO" answer in the first column documents this determination. Where there is a need for clarifying discussion of a "NO", provide it in the remarks section following the checklist.
- ❖ This checklist will assist you in determining whether your project is categorically exempt under CEQA or whether an environmental study must be made. If the latter, your cost could be significant. An environmental study will determine whether a Negative Declaration or Environmental Impact Report will be required.
- ❖ It is strongly recommended that a written explanation be made of the reasoning behind the various determinations made.

<b>ENVIRONMENTAL SIGNIFICANCE CHECKLIST</b>	<b>Yes or No</b>	<b>If Yes, is it significant? Yes or No</b>
After making the necessary preliminary studies, answer the following questions:		
<b>PHYSICAL.</b> Will the proposal (directly or indirectly):		
1. Change the topography or ground surface relief features?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2. Destroy, cover, or modify any unique geological or physical features?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
3. Result in unstable earth surfaces or exposure of people or property to geological hazards?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
4. Result in or be affected by soil erosion or siltation (whether by water or wind)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
5. Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
6. Result in an increase in the rate of use of any natural resource?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
7. Result in the substantial depletion of any nonrenewable natural resource?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
8. Violate any published Federal, State, or local standards pertaining to solid waste or litter control?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
9. Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
10. Encroach upon a flood plain or result in, or be affected by, floodwaters or tidal waves?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
11. Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
12. Result in the use of water in large amounts or in a wasteful manner?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
13. Affect wetlands or riparian vegetation?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
14. Violate or be inconsistent with Federal, State, or local water quality standards?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
15. Result in changes in air movement, moisture, or temperature, or any climatic conditions?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
16. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
17. Result in the creation of objectionable odors?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
18. Violate or be inconsistent with Federal, State, or local air standards or control plans?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
19. Result in an increase in noise levels or vibration for adjoining areas?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
20. Violate or be inconsistent with Federal design noise levels or State or local noise standards?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
21. Produce new light, glare, or shadows?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>BIOLOGICAL.</b> Will the proposal (directly or indirectly):		
22. Change the diversity of species, or number of any species, of plants (including trees, shrubs, grass, microflora, and aquatic plants)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
23. Reduce the numbers of, or encroach upon, the critical habitat of any unique, rare or endangered species of plants?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
24. Introduce new species of plants in an area, or result in a barrier to the normal replenishment of existing species?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
25. Reduce acreage of any agricultural crop or commercial timber stand?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
26. Remove or deteriorate existing fish or wildlife habitat?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
27. Change the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
28. Reduce the numbers of, or encroach upon, the critical habitat of any unique, rare or endangered species of animals?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>SOCIAL AND ECONOMIC.</b> Will the proposal (directly or indirectly):		

# Alameda County Congestion Management Agency



<b>ENVIRONMENTAL SIGNIFICANCE CHECKLIST</b>	<b>Yes or No</b>	<b>If Yes, is it significant? Yes or No</b>
After making the necessary preliminary studies, answer the following questions:		
30. Cause disruption of orderly planned development?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
31. Be inconsistent with any elements of adopted community plans, policies, or goals, the Governor's Urban Strategy, or the President's National Urban Policy (if NEPA project)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
32. Affect the location, distribution, density, or growth rate of the human population of an area?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
33. Affect life styles, or neighborhood character or stability?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
34. Affect minority or other specific interest groups?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
35. Divide or disrupt an established community?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
36. Affect existing housing, require the displacement of people or create a demand for additional housing?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
37. Affect unemployment, industry or commerce, or require the displacement of businesses or farms?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
38. Affect property values or the local tax base?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
39. Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
40. Affect public utilities, or police, fire, emergency or other public services?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
41. Have substantial impact on existing transportation systems or alter present patterns of circulation or movement of people and/or goods?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
42. Affect vehicular movements or generate additional traffic?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
43. Affect or be affected by existing parking facilities or result in demand for new parking?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
44. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or upset conditions?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
45. Result in alterations to waterborne, rail or air traffic?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
46. Affect public health, expose people to potential health hazards, or create a real or potential health hazard?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
47. Affect a significant archaeological or historic site, structure, object, or building?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
48. Affect natural landmarks or man-made resources?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
49. Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or aesthetically offensive site open to public view?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
50. Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>MANDATORY FINDINGS OF SIGNIFICANCE:</b>		<b>Yes or No</b>
51. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
52. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
53. Does the project have environmental effects which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. It includes the effects of other projects which interact with this project and, together, are considerable.		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
54. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

## **ARDENWOOD PARK AND RIDE LOT CATEGORICAL EXEMPTION DETERMINATION INFORMATION**

### **Purpose of Project**

The purpose of the project is to provide additional spaces at an existing park-and-ride lot that serves transit commuters utilizing trans-bay Dumbarton Bridge AC Transit services. The existing lot is operating at capacity. It is anticipated that the expansion will attract additional transit users and thereby reducing vehicles trips and improving air quality.

### **Project Location**

The project is located at the southwest quadrant of the Route 84/Ardenwood Interchange in Alameda County.

### **Project Site**

The project site includes two areas: an area (Parcel 1) that is presently operated by Caltrans as a Park-and-ride lot that measures approximately 350' X 150' and an area (Parcel 2) that is used for parking and a go-kart track that measures approximately 300' X 120'. The two areas are contiguous. A plat showing the two sites and the APE is attached as Exhibit 1. The dimension and shape of Parcel 2 may be modified after consultation with the property owner(s) but the change is not expected to affect this assessment (on environmental impacts). If Parcel 2 changes significantly, then this assessment may be to be reviewed.

### **Description of Project**

The project will include the construction of a park-and-ride lot in Parcel 2 and the modification of the exiting parking configuration in Parcel 1 to maximize parking spaces and efficiency. The current Parcel 1 lot provides approximately 107 spaces and it is anticipated the completed project will provide approximately 200 parking spaces.

### **CE Checklist Response Information**

#### ***PHYSICAL***

1. The project will require grading of the site, mostly likely fill, but the impacts are anticipated to be less than significant. Volume of fill order of magnitude estimated at 3 ft X 120 ft X 300ft = 4,000 CY.
2. There is no unique geological or physical feature at the project site.
3. The project area is generally flat and when the project is completed, it is not anticipated that the project will result in unstable earth surfaces or expose people or property to geological hazards.

4. The existing site is paved and a closed (piped) drainage system is provided. The completed project will also be paved and will drain to the existing closed system. No erosion or siltation is anticipated.
5. The project will promote the use of transit and therefore reduce overall vehicle trips and the use of fuel. It will not result in the increased use of fuel or energy in large amounts or in a wasteful manner.
6. The project will promote the use of transit and therefore reduce overall vehicle trips and the use of fuel. It will not result in an increase in the rate of use of any natural resource.
7. The project will promote the use of transit and therefore reduce the use of fuel. It will not result in the substantial depletion of any nonrenewable natural resource.
8. The project will require that demolition of existing pavement and/or building structure. The disposition of the removed materials will be regulated by the City of Fremont (see Exhibit 2). It is anticipated that project will specify that some/most of these materials will be recycled to ensure that there is no violation of any published, Federal, State or local standards pertaining to solid waster and litter control.
9. The project is not located near a river or a stream and will not modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake.
10. Based on a review of the FEMA Floodplain Map (Exhibit 3), the project is located in Zone "B", which means that the area maybe located between 100 year or 500 year flood plains, or be susceptible to minor flooding. It is recommended that the project site be raised slightly so that it can be rezoned "C", which is considered areas of minimal flooding.
11. The project areas are currently paved and the project, when completed, will also be paved. It is anticipated that there will be no significant change in the quantity or quality of surface water, ground water or public water supply.
12. The project is intended for parking only. Drought-tolerant landscaping will be included as part of the project and will not result in the use of water in large amount or in a wasteful manner.
13. The project site is paved and there is no existing wetlands and riparian vegetation.
14. The project site exceeds one acres and a NPDES permit will be obtained. Best Management Practice (BMP) will be incorporated into the design and

construction of the project to ensure compliance with the Federal Clean Water Act and other State and local water quality water standards.

15. The project is not anticipated to result in changes in air movement, moisture, or temperature, or any climatic conditions.
16. The project will promote the use of transit and therefore reduce the use of fuel. It will not increase in air pollutant emissions, adverse effects on or deterioration of air quality.
17. The project is not anticipated to create any objectionable odors.
18. The project does not violate or be inconsistent with Federal, State, or local air standards or control plans.
19. The project provides primarily for cars and light duty trucks and traffic speed will be very low. It is not anticipated to result in an increase in noise levels or vibration for adjoining areas.
20. The project provides primarily for cars and light duty trucks and traffic speed will be very low. The noise generated is anticipated to be significantly lower than the adjacent freeway (Route 84) and there is no sensitive receptors in the vicinity. Therefore, the project is not anticipated to violate or be inconsistent with Federal design noise levels or State or local noise standards.
21. The project area is lit at night and the finished project will also be lit at night. It is anticipated that there will be no change in light, glare or shadows.

### ***BIOLOGICAL***

22. The project will likely result in the modification of the existing landscaping in the project area. This will likely result in changes plant species but the impact is anticipated to be insignificant and does not affect any native species.
23. The project area is paved and improved. There is no known critical habitat of any unique, rare or endangered species of plants.
24. The project will likely result in the modification of the existing landscaping in the project area. This will likely result in changes plant species but the impact is anticipated to be insignificant and does not affect any native species. It will not result in any new barrier to the normal replenishment of existing species.
25. There is no existing agricultural crop or commercial lumber stand.

26. The project area is paved and improved. The completed project will be of a similar character. It will not result in the removal or deterioration of existing fish and wildlife habitat.
27. The project area is paved and improved. It does not provide an attractive habitat for animals. The completed project will be of a similar character. It will not result in the change in the diversity of species, or number of any species of animals.
28. The project site is not conducive to being a wildlife habitat. It will not result in the reduction of, or encroach upon, the critical habitat of any unique, rare or endangered species of animals.
29. Not used.

### ***SOCIAL AND ECONOMIC***

30. Discussion held with City staff confirmed that the planned project is consistent with the land use designation (Planned Unit Development or PUD) in the City of Fremont and will not cause disruption of orderly planned development. The CMA intends to seek modification of the PUD for the remaining, unaffected area adjacent the project.
31. The project is consistent with the land use designation (Planned Unit Development) in the City of Fremont and will not be inconsistent with any elements of adopted community plans, policies, or goals, the Governor's Urban Strategy.
32. The project will serve the needs of the current population (as evidenced by the full utilization of the lot in Parcel 1). It is not anticipated to affect the location, distribution, density, or growth rate of the human population of an area.
33. The project is consistent with the exiting character of the project area and will not affect life styles, or neighborhood character or stability.
34. The project area exhibits no particular minority or special interest groups. The project will not affect minority or special interest groups.
35. The project site (Parcel 2) is located next to a freeway and is currently used as a commercial go-kart site. The go-kart operation is expected to cease operations due to financial reasons. The project will not divide and disrupt an established community.
36. The project site (Parcel 2) is currently used as a commercial go-kart site. There is no residential unit and the project will not affect existing housing, require the displacement of people or create a demand for additional housing.



37. The project site (Parcel 2) is located next to a freeway and is currently used as a commercial go-kart site. The go-kart operation is expected to cease operations due to financial reasons and will result in the loss of the equivalent of one full-time job. The construction of the project will create employment. It is also expected that a security guard will be hired at the completion of the project. So, there will be no long-term employment loss. The project, therefore, does not affect unemployment, industry or commerce, or require the displacement of any operating businesses or farms.
38. The project is not expected to affect property values in the project area. It may result in the reduction of property tax but the impact is deemed insignificant.
39. The project site (Parcel 2) is located next to a freeway and is currently used as a commercial go-kart site. The go-kart operation is expected to cease operations due to financial reasons. This will reduce recreational opportunities in the project area. However, this change will occur in any case and is not related to the project. The project itself is not anticipated to affect any community facilities.
40. The project is not expected to have a significant demand on utility or create any specific fire or safety issue. However, the design will be coordinated with the Fire Marshall to ensure adequate access for emergency vehicles. The project will not affect public utilities, or police, fire, emergency or other public services.
41. The project will promote the use of transit and therefore reduce overall vehicle trips. Affect to and from the project site will be through existing driveways on Ardenwood Boulevard or the signalized Ardenwood Boulevard/Ardenwood Terrace intersection. It will provide a positive, but probably insignificant impact on the existing transportation systems or alter present patterns of circulation or movement of people and/or goods.
42. The project will promote the use of transit and therefore reduce overall vehicle trips. It will have an insignificant effect on local traffic movement and produce in overall reduction in traffic.
43. The project is intended to supplement and provide relief to the existing lot in Parcel 1. It will not result in demand for new parking.
44. The project use as a parking lot for commuting vehicles, which carry a small amount of fuel. The project is not expected to result in a substantial risk of an explosion or the release of hazardous substances in the event of an accident or upset conditions.

45. The project serves highway-based commuter traffic and is not anticipated to have any impacts on waterborne, rail or air traffic.
46. The project will promote the use of transit and therefore reduce overall vehicle trips and airborne pollutants. It is not anticipated to affect public health, expose to potential health hazards, or create a real or potential health hazard.
47. The project site is paved and improved. It does not appear that there is any cultural resource with any historical significance. The project is not anticipated to affect a significant archeological or historic site, structure, object or building.
48. The project site is paved and improved. There is no natural landmarks or man-made resources of any significance. The project is not anticipated to affect natural landmarks or man-made resources.
49. The project site is paved and improved and located in a flat area with no scenic view. The expansion of the parking lot is not anticipated to affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or aesthetically offensive site open to public view.
50. The construction of the lot will create temporary impacts in the areas of noise, dust and operations of the existing lot in Parcel 1. It is anticipated that the construction of the project will be staged so that the number of available parking spaces during construction will not be significantly reduced. Dust and noise control measures will be incorporated into the project specifications to ensure compliance with all applicable laws and ordinances. As part of the NPDES process, the contractor will have to develop and comply a Storm Water Pollution Prevention Plan to ensure proper drainage during construction. Therefore, the project is not expected to result in substantial impacts associated with the construction activities.

#### ***MANDAORY FINDINGS OF SIGNIFICANCE***

51. The project site is paved and improved and is not conducive as a habitat for sensitive biological resources.
52. As discussed in items no., 1 through 50, the project is not expected to negatively affect any long-term environmental goals.
53. As discussed in items 1 through 50, the project is not expected to have any significant impact. Based on information provided by the City of Fremont (Exhibit 2), there is a wireless carrier project close to the project site. However, it is not expected that the combined effects or impacts of the two projects will be significant.

54. As discussed in items 1 through 50, the project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

### **Comments from Other Agencies**

Comments received from the City of Fremont via email on 3/10/2005 and 6/30/2005 are enclosed as Exhibits 2 and 3.

### **List of Exhibits**

1. Areas of Potential Effects (APE)
2. Email from City of Fremont dated 3/10/2005
3. Email from City of Fremont dated 6/30/2005
4. FEMA Floodplain Map 065028 0025C Revised 7/16/1987